## THE CODFEDERATE STATES.

INTERESTING FROM CHARLESTON. CHARLESTON, March 30, 1861.

The members of the Convention visited the forbificas in the barbor to day, in the steamers Carolina and meral Clinch. The batteries played with great effect. Governor Pickens was not in the company, being en-

aged in more important official business.

Great anxiety is felt as to the administration's course about Fort Sumter. It nothing is done soon the fort will be attacked and captured. The sentiment of the people is entirely in favor of action. The Governor's communication has not yet been acted on. Col. Lamon's return is hourly expected.

### NEWS FROM TEXAS.

New CRIEANS, March 30, 1861. The latest advices from Texas state that the steamer Contraconicos arrived off Matagords bay on the 25th inst. take away the federal troops. It was reliably stated

mat the treops would be taken to New York.

About 5,000 federal troops were awaiting transportation at Indianola, among them several companies from Ben Antonio.

## THE TEXAS STATE CONVENTION.

GALVESTON, March 29, } The Texas State Convention ratifled the constitution of the Southern confederacy with but two dissenting voices.

Convention adjourned sine die on the 25th instant about referring the question of the adoption of the con

Governor Houston's and representative Hamilton's eforts at opposition have proved an entire failure. All is now quiet in Texas.

THE MISSISSIPPI STATE CONVENTION. JACKSON, Miss., March 30, 1861. The State Convention ratified the constitution of the

confederate States by a vote of 78 to 7. THE VIRGINIA STATE CONVENTION.

RIGHMOND, Va., March 80, 7851.
The Virginia State Convention reassembled to day.
Mr. Flowanov made a speech in favor of presenting
the ultimatum of Virginia. He was opposed to a Border Mesers. James and Barboun made speeches in favor of

sonstructing" set forth in his report.

The Convention, by a vote of 64 to 28, adopted a reso-

whole on Thursday next, when the committee will pro-seed to vote on the various propositions that have been presented, giving brief time for explanations and amend-ments. Hereafter no member, in committee, will be allowed to speak more than once on the same proposition.

LETTER FROM A GENTLEMAN IN NEW OR-LEANS TO HIS FATHER IN NEW YORK.

New ORLEANS, March 8, 1861.

Americal of the People Regarding Lincoln's Policy—the War to be Carried into Africa in the Event of a Rupture, and President Davis to Head the Southern Porces in Person,

revisions Davis to Head the Southern Perces in Person, etc., etc., etc.

Newsy Met. Intends will pursue—whether his positive will be seen of passes or war. For him to tak or holding the fortist and other places in the Confederate States and reaking those new in our possession, without making war upon us, as a miselt to the understanding of every intelligent man, for I presume no one supposes we are geing to stand slifty by with our arms folded while he is restaining them or collecting the revenue. If we are to have war in the per summer of the carried on in the camping the carried on its to be a supposed to bring st. Incom and the camping the carried on the qualities of a great solder. He will donates need the army in the event of the register general, of whom there are four-leavant of the carried on its more grape! Captain good cause they will have to defend. I am more and merconvinced every day that there was not truther assety for us in the Luon. To talk of our going back is simply for the English revolution of 1560. Perce placed and the summan of the summan of the captain of the c

RATE STATES. The following notices appear in the Charleston papers, and deserve the attention of Northern people :--

THE STATE OF NOTIONAL TO POOPLE 
THE STATE OF NOTIONAL TO PROPERTY OF THE STATE O

Collector's Office,

Collector's Office,

Charlestor, S. C., March 21, 1861.

The undersigned has received the following despatch from the Secretary of the Treasury, dated Montgomery, March 20, 1861:—

You are appointed temporary Collector at Charleston, a a blace of entry and delivery for goods imported from the frontier, and you will forthwith take measures to collect the lutter on all goods arriving by railway.

In the discharge of the new duties imposed upon me by this appointment, notice is hereby given to merchants, rainroad officers, exprese agents, and all persons employed in the transportation of goods from points outside the Confederate States, that goods, upon their arrival in Charleston, whether free or dutiable, must be entered at the Custom House, and pass through the same regulations as are applied to merchandise arriving in vessels by sea. Railroad officers will deliver no such goods without permits for the same. Inspectors will be stationed at the depots of the several railroads entering the city, and all penalties for the violations of the revenue laws will be strictly enforced.

W. F. COLLOCK, Collector.

INTERESTING FROM PENSACOLA. Our Alabama and Georgia exchanges report important military movements in the concentration of Confederate State troops at Pensacola. The Pensacola Observer has a letter dated Warrington Navy Yard, March 21, from

which we quote as follows:-

which we quote as follows:—
Lieutenant Gliman arrived yesterday in a surveying schooner, with despatches for the ships and Lieutenant Commanding Slemmer, of Fort Pickens. He also brought money to pay the men at the fort and to settle the beef and bread briss of the contractors.

Captain Farrand leaves to day for New Orleans, and Commandant Ingraham is expected this morning to take charge of this naval station. His son is a Lieutenant on board the Inited States sloop of war St. Louis, lying off the harbor at present. Lieutenant ingraham sent his resignation to Washington sometime ago, but he has not received any official notice as yet of its acceptance.

Captain Oladowsky, of the ordinance department, arrived here yesterday and reported himself for duty to the Commanding General Bragg. Captain Boggs also arrived here yesterday and entered upon his duties at conce, he has the reputation of being a skilful and energatic officer.

arrived here yesterday and entered upon his duties at ence he has the reputation of boing a skilful and energate officer.

An enthusiastic spirit pervades all with whom I have spoken. The spock of war seems to give no uncasiness so far; they are all anxious for a brush, and think that it may as well come now as at some future time.

The Cushman conveyed despatches from the commanding officer here to Captain Adams, outside, yesterday afternoon. They recommenced mounting guns on Fort Pickens yesterday. It appears, after all the boasting, he has not more than one-taird of the guns mounted. Lieut. Slemmer needs no cubegist.

The Wyandot is lying this morning at Fort Pickens. She entered during the night, as she was anchored outside late last evening. Some members of the Wilcox Blues were arrested yesterday on the island of Santa Ross gathering shells. They were treated courteously, and sent over to the Navy Yard by Lieut. A. J. Slemmer.

First Lieutenant George W. Holt, late of the United States, but now of the Confederate States Army, arrived in this city hardevening from the frontiers of Texas, and will report himself to General Bragg to-day. He confirms the statement that the portion of the United States army on the borders of Texas, the privates especially, have manifested a decided distinctination to make war upon the second States, and bundrels of them have indicated in the most emphatic terms that it is no part of their obligations.

citizens of the AT MOBILER, 22d ...

beila, Capt. "
Pensacola, and la heresy, and la heresy, mand la

before last by Lieut. Homer, of the Centicentals, was handed over to the proper authorities. Capt. Jones has been pisced in the leckup, and will be tried according to the statute in such case made and provided. There was quite a cargo in the little craft, consisting of the best the market afforded, together with such luxuries as champagne, segars and all that sort of thing, together with the substantials, such as ham and eggs, beef, pork, mutton, potatees and such like.

The following postacript to a letter written on board the Brooklyn of Pensacola further explains the matter:—P.S.—I open this letter to communicate the important fact that the authorities on shore have forbidden all communication with the ships. This would be extremely bad were it not that the captain of a Moolie vessel near us has already made arrangements with our captain to supply us with the necessaries of life. This guilant captain says he and many others in Mobile are willing to trust the federal government to any amount; and he sies says that in that city the secession movement is rapidly coming into disfavor, and the original conspirators of it are getting alarmed.

DISTRICT OF THE CONFEDERATE STATES. The State Convention of Alabama has passed an ordinanced providing that the General Assembly of the State of Alabama shall cede a district of ten miles square for a seat of government of the Confederate States.

FRONTIER PLACES OF ENTRY OF THE CONFEDERATE STATES.

CONFEDERATE STATES.
TREASURY DEPARTMENT,
MONTROMERY, Ala., March 21, 1861.
Until other arrangements are made, Charleston and
Augusta are appointed places of entry and delivery for
goods imported from the United States frontier. Entries
of all imports are required to be made accordingly. The
Collector at these places will see to the proper enforcement of the law.

Secretary of the Treasury.

THE ORIGINAL CONFEDERATE STATES FLAG.

Hon. Porcher Miles, member of Congress from South Carolina, on his return to Charieston from Montgomery, brought with him the original flag of the Confederate States, which he presented to Mrs Governor Pickeus, with the request that she would have it hoisted over Fort Sumter.

ITEMS FROM SOUTHERN JOURNALS.

ITEMS FROM SOUTHERN JOURNALS.

A WORD FROM CAPTAIN INGRAHAM, CONFEDERATE STATES NAVY.
Captain D. N. Ingraham, of the Confederate States Navy, has published the subjoined card relative to the extensively published conversation which some abolition paper has invented and attributed to him:

TO THE EDITION OF THE CHARLESTON MERCURY—

My attention having been drawn to a conversation said to have been held by a Southern Senator and myself, and now going the rounds of the Western papers, will you please state in your paper that no such conversation ever occurred.

A MAIL AGENT IN TROUBLE

cocurred.

D. N. INGRAHAM.

A MAIL AGENT IN TROUBLE.

The Lynchburg (Va.) Republican states that Mr. Crook, lately appointed by the Lincoln administration a mail agent on the Alexandria road, made his first trip on Saturday, and in passing Charlotteeville was "waited on by a committee of citizens, who informed him, in the politest manner possible, that he had better throw up his commission and retire from the public service, or he would be dealt with according to his deserts as a republican, who would never be permitted to scatter his foul teachings over Virginia soil. Mr. C. thinking "discretion the better part of valor," consented to resign on his return to Alexandria, and he was permitted to pass."

BLACK MILITARY COMPANIES.

BLACK MILITARY COMPANIES.

The Iribune thinks it "one of the noticeable features of the military phrenzy new ruling the South that no attempt is made to arm the blacks and organize them into military companies." The simple reason is that we have white men enough ready to volunteer to whip out anything the abolition government at Washington is likely to send against us. But if Greeley will volunteer on that side, we pledge ourselves to "pit" a negro against him.—
Sacannah Republican, March 23.

The Port Gibson (Miss.) Reveille does not appear exact The Port Gibson (Miss.) Receille does not appear exact-ty pleaned with the proposed-constitution. The term of Pre-sidential service (six years) it thinks is not long enough; the basis of Congressional representation is not right— that of three fifths of the slaves not being sufficiently ad-vantageous; and the African slave trade should not have been prohibited.

vantageous; and the African slave trade should not have been prohibited.

The Wilmington (N. C.) Herald says:—In the course of a few days a custom house officer will be discharging his duty to the Confederate States on the line of the Wilmington and Manchester Railroad, where it enters the State of South Carolina. Then every passenger going or coming will be liable to have his trunks examined and his baggage ransacked, and every freight train will be compelled to undergo the same scrutiny. What will be the effect of this on the business of that road and of the town of Wilmington. This is a very interesting question to our people—the merchants and business men particularly—and we would like to hear what they have to say about it. Will anything be "going wrong" or will "anybody be hurt" by the new order of things?

# Political Intelligence.

ELECTION IN NEWSURG —At the town election in Newburg, N. Y., on the 28th inst., Odell S. Hathaway, democrat, was elected Supervisor by a majority of 383. The entire democratic ticket was elected by majorities ranging from 235 to 456. Last spring the republican ticket

HAD NEWS FOR OFFICE SEEKERS.—The mails which were burned on the Pennsylvania Central Railroad on the 20th inst. contained a large number of Washington bound letters, which were applications for office from Western politicians.

No SECESSION IN MISSOURI.—The following resolution

No SECESSION IN MISSOURI.—The following resolution of opered in the Missouri State Convention, on the 20th inst., was voted down by 23 ayes to 69 noss.—

Resolved, that in the event of the refusal by the Northern States of the Union to agree upon a just settlement of the sixvery question, and the border States dissolve their connection with the general government, the State of Missouri will not hesitate to take a firm and decided stand with her sixter slave States of the South.

Delegates Electron in North Carolina.—The Union men elected eighty-five delegates to the North Carolina with for the state of the South.

State Convention, which is not to be held, and the seces SCORMAN FLECTED.—The Legislature of Obio, in joint

session on the 21st inst., elected John Sherman to the Senate of the United States in place of Salmon P. Chase, resigned. The term is for six years from the 4th of

March last.

Applications by the Bushel.—Secretary Chase has already received thirty-two bushels of applications for

office. More coming.

FOR GOVERNOR OF TENNESSEE.—General F. K. Zolficoffer, formerly member of Congress, is announced as a suitable candidate for Governor of Tennessee.

UP FOR ANOTHER TERM —Hon. Shelton F. Leake, of the

Sixth Congressional district of Virginia, announces his

willingness to serve his constituents again.

PERMANENT PRESIDENT FOR THE SOUTHERN CONFEDERACY.— The Montgomery correspondent of the New Orleans Delta says he has heard the names of Yancey, Davis, Conrad and Toombe mentioned in connection with the Presidency of the Confederate States, under the permanent govern-ment. He thinks the election will not take place before next November.

POLITICAL REPENTANCE.—The Boston Post says that there are more sinners now seeking "Abraham's bosom" than have before been on the anxious seats for some years. Union Marring in Marriand.—A call has been issued by a large number of the most influential citizens of Frederick county, Md., for a mass meeting of all "who stand by the Union of these States, and oppose secession for any past or present cause," to be held at the court

house in Frederick on the 26th inst., to take steps for holding a Union State Convention at an early day there-"he address declares that secession is a "political no remedy for the evils of which the

Am Hour Among the Mormons.

THE MOMMONS IN WILLIAMSURG—PROJECTED EXODUS
TO UTAH—REINFORCEMENTS EXPECTED PROM ENGLAND, SCOTLAND, FRANCE, DENMARK, NORWAY,
WENDEN, GERMANY AND SOUTH APRICA—PORTRAIT
OF RIDER JONES—WORSHIP OF THE MORMONS—
SERMON BY ELDER JONES, ETC.
Over in Williamsburg there has been for some time a
company of Mormons, who are awaiting the arrival of a
sufficient number of immigrants from Europe to form a
caravan, and proceed to the promised hand by the Great
Salt Lake, there to form settlements among the faithful.
At present the numbers from over the water are comparatively few, but they are augmented by Americans, and At present the numbers from over the water are compara-tively few, but they are augmented by Americans, and they expect that between the 16th of May and the 15th of June ensuing, they will be suffi-ciently increased to commence their tellsome journey towards the setting sun, across the arid waste that intervenes between the place of their present location and that to which their every aspiration points. The immigrants who have embraced the strange (ath of the Mormons, and who are ready to show that faith by their works, by obeying the requirements of their re-ligion that they shall settle in Utah, are expected in ligion that they shall settle in Utah, are expected in great numbers from England, Scotland, Donmark, Sweden, Norway, France, Germany, and even South Africa. England, however, takes the lead, as she has hitherto done, in point of numbers. In the absence of the new comers, and of the knowledge of the means of the persons to compose the expected caravan, to enable them to meet the expenses of their long and arduous journey, and the subsequent settlement of such as shall arrive safely at its end, the plans of the travellers are not yet perfected, no-ther is the exact route agreed upon. It is believed, however, by the chief men among them, that they will take the route of one of the great Northern railroads to St. Joreph, Missouri, and that there they will make the necessary purchases, and enter into fual arrangements for the longer and more fatiguing journey through the wilderness that will lie before them.

Among their chief men at present in Wilhamsburg is Elder Orson Pratt, who is only infector to Brigham Young himself in authority over the saints. Elder Pratt is a large slood man, apparently very strong, and in the full vigor of manhood. The other cloers are William H. Miles, John R. Goznall, and Joshua Taylor, natives of New York, together with a Scotchman, named Nathaniel V. Jones. They are all fine looking specimens of manhood, particularly Mr. Jones, who is the emigration agent of the company. He must be at least six cet two inches in height, and is very broad shouldered and stout, without the slightest inclination te corpulency. His countenance is very open and pleasing, and posessess that ruddy complexion so prevalent among his country see. His eyes are a clear hazel, and his hair and whiskers jet black. A together, Mr. Jones' physique denotes great macular pwer, and, in an open conflict, he might prove a dangerous opponent. This band of Mormons are in the habit of assembling at the Odeon three times every Sunday for the purpose of public worship, when the room is open to all comers. Last Sunday siteraco great numbers from England, Scotland, Denmark, Sweden, Norway, France, Germany, and even South Africa. Eng-

and benighted people, the Mormons, they should hold it fast, and God would bless them.

A bynn was then sung, while a collection was taken up to defray the expensee of the room, and after a prayer by Elder Pratt the audience separated.

#### Court of Appeals. Present, all the Judges.

Hiram R. Smith, Administrator of Jos. Ward, vs. the New York Central Railroad Company.—This was an ap-peal from a verdict in favor of the administrator to the New York Central Radiroda Company.—This was an appeal from a verdict in favor of the administrator to the amount of \$5,000, which was rendered before Judge Emott and a jury in Albany. It appeared on the trial that Ward lived in Ohio and was a dealer in hogs. On the 24th of March, 1858, he shipped with the defendants at Builalo a lot of hogs to be taken to Albany, under a special contract, at a reduced rate. This special contract, among other things, provided that the persons riding free to take charge of the stock, do so at their own risk of personal nigury from whatever cause. Mr. Ward accompanied his stock, having a "drover's pass." This pass provided that the holder "takes all the responsibility as to the injury of himself or stock." At Rochester the car in which Ward and others had ridden from Buffalo was changed for an enigrant car, which the plaintiffs claimed was detective in construction, and in that they proceeded to Albany. At Orishany this ear went off the track. Ward jumped off the car, and in so doing received an injury from the effects of which he died an hour afterwards. It was claimed by the defendants that by the terms of the contract under which Ward travelled they were not liable for any injuries sustained by him. The judge, on the trial, charged that the company were guilty of gross negligence. On appeal to the general term of the Third district the charge was upheld and a new trial refused, from which eccision defendants now appealed to this court. Decision reserved.

John P. Beckman, Administrator, vs. The People and

cistrict the charge was upheld and a new trial refused, from which decisien destendants now appealed to this court. Decision reserved.

AN OLD WILL CASE.

John P. Bockman administrator, w. The People and George M Chapman et al.—This action was brought by the paintiff, it 1851, to procure a judicial construction of the will of William Barthrop. Barthrop died in 1838, at Kinderhook, having an estate estimated to be worth \$200,000, mostly personal. The will directed that the executors purchase a farm and convert it into a sort of asytum for the nephew and niceva of the deceased, who were the children of a sister in Nottingham, England, and but one of whom was named in the bequest. It also provided for the founding of a dispensary by the executors, after the plan of the one in this city, for the benefit of indigent persons. The dispensary was to be founded and its annual expenses paid out of the estate in the hands of the executors. If any surplus remain after the lapse of fifteen years, the executors were to distribute such surplus among such other charitable institutions as they should select. A number of other bequests were made, charitable and otherwise, but as the legatee in each case was named, none of those are contented. The will is contested upon the principle of law that where an estate in remainder is left to regatees not named or indicated, the bequest is void. In this case, if the will is broken, the real estate will escheat to the state, and the personal property go to the next of kin. The cause was tried at the current, before Justice Whitehall, who sustained the validity relating to the public dispensary and the residuary clause directing them to be carried into execution. The provision resp cting the foreclosure of the farm was declared void. The Court also decided that the plaintiff, as executor with the will aimeved, had the same power to execute the will as if he had been named therein. The plaintiff appealed substantially from the whole judgment as held that the plaintiff had the power to execu

Obscumry.

Orville Luther Holley died in Albany on the 25th inst. after a short limes, at the age of sixty-nine. Mr. Holley was successively editor of an anti-stasonic magazine, published in New York, the Troy Sentinel and Albany Daily Advertor: He superintenied the publication of the New York State Register for several years, and bestewed much time and labor on the arrangement of valuable historical papers in the State Library. Is Janus 17, 1838, Mr. Holley was chosen Surreyor General of the State, and during the last ten years has occupied a position in the State Hall connected with the Department of Secretary of State.

The Count Julias De Castrellane has just died at Marseilles. He was a thorough man of the world, and well known in Paris, where his spiendid mansion in the Faubourg St. Honore was always open to artists and literary men, and where were many of the meet delightful reunions in Parisian society. He was a gentleman of much talent and cultivation, and altogether without pretension.

Bushard Frothingeam, of Charlestown, Mass. and

REGIAND FROMINGIAM, of Charlestown, Mass, and ather of the editor of the Boston Post, died on the 23d the sevenced age of seventy nine years and five

NEW YORK HERALD, SUNDAY, MARCH SL 186L

DEPARTURES.

ROUBEARTURES.

Being taken to the Bank, the applications there have been on an extensive scale. There is still, however, an ac selected of pressures, and the rate in the open markets which during the greater part of the week was equal to the Bank have to dead which the Bank have to dead which the Bank have to dead which the Bank have to dead to the Bank have pointed to the Bank have point to the Bank have pointed to th

Briskel, Wiss Ella Briskoll, and others.

Liverroot.—Steamship Vigo.—Phos Whitehen, Capt Pell, Mrs L. ons and Child. Capt W Frunton, KN; John T Hugoes Lewis Leigh, H Brind, Pedro Telllery, vsidore Garcia, Augustin Releas, C W Voswerk—and FS in the steerage.

Liverroot.—Steamship Fureps.—Mansell Mangr. Havana; Mr and Mrs Jos Battersby, Sawanah; Mr and Mrs Jos Gattersby, Sawanah; Mr and Mrs Jos Stanton and child, New York; Henry Herbert, Ireland; tsichard Phook Hon Dudley Mann, Virginia; Mrs David Kemp, Jersey City.

90; Tennessee 6's, 74% a 75; Virginia 6's, 761/4 a %; Missouri 6's, 661/8 a 1/4; Canton, 141/4 a 15; Cumberland Coal preferred, 71/4 a 1/2; Delaware and Hudson Canal, 891/2 a 90; Pennsylvania Coal, 801/2 a 81; Pacific Mail, 85¾ a ¾; New York Central, 78¾ a ¾; Erie, 32 a ¼; Hudson River, 45¾ a ¾; Harlem, 16½ a ½; do. preferred, 41½ a ½; Reading, 41½ a ½; Michigan Central, 57¾ a 58½; Michigan Southern and Northern Indiana, 17½ a ½; do. guaranteed, 38½ a 39½; Panama, 117 a ½; Illinois Central, 811/2 a 5/6; Galena and Chicago, 73 a 1/4; Cleveland and Toledo, 35% a 36; Chicago and Rock Island, 57% a 3/4; Chicago, Burlington and Quincy, 731/2 a 74; Milwaukee and Mississippi, 11 a 12; La Crosse and Milwaukee land grant bonds, 10 a

11; Illinois Central bonds, 101 a 102.

The exchanges at the Bank Clearing House this morning were \$18,107,139 15, and the balances

\$1,107,343 49. At auction this morning A. H. Muller sold \$50,-000 of North Carolina sixes of 1886, supposed to be a portion of those abstracted, or said to have been abstracted, from the Indian Trust Fund, at

the following prices:— 

The following		APTORY P. LEWIS CO., CO., LANS.		
the seven princi	pal sta	ple articl	es for the	week:-
- Draw - Constitution	1860		186T	
Wk. end. M'h 28.	Amount	Value.	Amount	Value.
Cotton, bales	6,891	\$458,901	3,387	\$209,903
Flour, bbls	15,366	95,336	24,561	138,712
Corn meal	1,647	7,464	423	1,792
Wheat, bushels	-	_	182,467	232,097
Corn	7,859	6,243	163,652	118,781
	2,216	22,890	430	7,173
Pork	2,132	88,249	723	12,918

Total value.... \$644,083 \$721,376 red with that of ncrease of the week as compared with that or 1860. \$77,293

The following is a comparative statement of the

	1860	1861.	Increase.	Decrease.
otton \$4	030,051	5,713,964	1,083,913	-
lour	972 221	3,012,961	2,040,740	-
orn meal	51,045	52,125		8,920
heat	193,471	3,252,400	3.058.929	3311/300
orn	48.565	1,380,019	1,331,459	11000
eef	738 688	392,381	-	346.207
ork	457,017	327,633	_	129,384
Total \$6	500 05H	14,131,483	8,115,036	484,611

The annexed is an official statement of the amount of the public debt of the United States on

Loan. Rate.	Under what Act.	Amount
1842 6 per cent	April 15, 1842	\$2,883,364
1846 6 per cent	July 22, 1846	1,000
1847 6 per cent	Jan. 28, 1847	9,415,250
1848 6 per cent	Mar. 15, 1848	8,908,341
1858 5 per cent	June 14, 1858	20,000.000
18605 per cent	June 22, 1860	7,022 600
18616 per cent	Feb'y 8, 1861	8,006,000
Texan indemnity	Sept. 9, 1850	3,461,000
Texas debt	**************	181 818
Old funded and unfunde Treasury notes issued u	nder acts prior to	114,118
1857 Treasury notes issued u		104,811
		4,876 000
Treasury notes issued I	bec 17 1980	10 600,000

A letter from Havana says:—
During the last three weeks the bank has decreased its ine of discount as follows:—During the week ending the 9th inst., \$915,769 02; during the week ending the 16th inst., \$365,944 55, and during the week ending the 16th inst., \$365,944 55, and during the week terminating last Saturday (22d inst.), \$155,247 84, making a total feurease in the line of discounts during the brief scace of twenty-one days (Sundays included) of \$1,636,971 41. And subbeing the fact, when the heavy losses those of our merchants who speculated in sugar last year sustained in borne in mind, is it any wonder, I would ask, that som would have to secumb?

The earnings in detail of the Cleveland and Toedo Railroad the third week in March were as fol-

lows:	1860.	1861
Passengers	.\$9 009 .12,017	8,842 11,678
Total	\$21,026	20,520
The earnings of the Michigan		
the third week in March were as	follows	-

made up Monday afternoon, presents the following aggregates as compared with those of the pre-

 Vious week:—
 March 18.
 March 25.

 Capital stock
 \$11,809 085
 \$11,809 085

 Loans
 24,627,504
 \$24,698,908 Inc. 656,464

 Specie.
 5,833,320
 6,009,320 Inc. 526,000

 Due from other banks
 2,146,833
 1,741,452 Dec. 406,381

 Due to other banks
 2,897,500
 2,776,645 Dec. 120,965

 Depoeits
 16,018,576
 15,484,764 Inc. 446,178

 Circulation
 2,802,414
 2,764,690 Dec. 48,224

The Bulletin (Memphis, Tenn.) of the 23d says:-The Bulletin (Memphis, Tenn.) of the 23d says:—
I has occurred to us that it will be somewhat difficult for the Confederate States to sell their bonds in any market beyond their own limits. No sapitalist will take the paper of a partnership, any member of which may withdraw from the firm at any moment, and by so doing release himself from its obligations. If not released they might certainly "repudiate." There must be a financial semendment to the constitution of the Confederate states fixing the inability of the several members in case a State goes out, stays awhile, during the interval debts are created, and then the State comes back again. It seems, while providing for these movements of the States, no provision has been made for their necessary results.

The London Economist of the 9th thus notices the course of the market for the week:-The demand for money this week has been more active, and a larger portion than usual of the discount business

The Boston Traveller of last evening remarks:-The Boston Traveller of last evening remarks:—
The city benks lost \$20,000 or their spaces this morning which reduces the holeing to \$5,636,000, against twenty six millions of immediate liabilities. The best paper sells readily at low rates in the street, but the inferior grades are about as hard to negotiate as ever, owing to the prevailing want of condence in the political affairs of this dismembered confederacy. Bits on London, by the best drawers, command 107% for sixty day drafts and 108% for sight exchange. New York funds, at par, are in plentiful supply, and not much wanted at present.

The Philadelphia Rulletin of last counting

The Philadelphia Bulletin of last evening says:-The general aspect of the shoney market has not varied. First cases short paper is readily taken at 7 a 8 per cent, and "call loans" on stock collaterals are made at 6 per cent. There are a number of Western merchants here looking through the market, but their purchases thus far for the spring trade have been exceedingly meagre.

icoking through the market, but their purchases thus far for the signing trade have been exceedingly meagre.

Stock Exchange:

Stock St | Second Board | Seco

## CITY COMMERCIAL REPORT.

SATURDAY, March 30—2 P. M. BREADSTUFFS —A fair business was transacted in flour, and Western, 1,800 bbis. Southern, and 500 bbis. Canada. Nothing new in rye flour and corn meal.

WHEAT was heavy, with sales of \$6,000 bushels, at \$1 46, a \$1 66 for white, and \$1 35 a \$1 38 for red Western; \$1 28 a \$1 30 for Milwaukee club, \$1 25 for Chicago

CORN was a shade lower, with sales of 45,000 bushels, at 68c. a 70c., closing at 68c. a 69c. for old, 65c. for new Western mixed, and 68c. a 70c. for Southern yellow. Rvz and barley were unchanged.

Oars, ashes, cotton and provisions remain as last no-WRISKEY .- Sales of 300 bbls, at 1714c, a 1714c.

# SHIPPING NEWS.

Movements of Ocean Steamers. .New York FOR EUROPE. New York.....

FOR CALIFORNIA. EINGSTON, JA., HAVANA, MATANZAS, NEW ORLEANS Zulu-From New York for Kingston, Ja. on the 20th day of nonth.

"VILLE—From New Tork Ist, arriving at Havana 6th and riceans 9th. From New Oriceans 15th, Havana 18th, arat New York 22d.
OF THE WHIT—From New York 9th, arriving at Havana
From New Oriceans 23d. Havana 26th, arriving at New fork 12th.

DzBoro—From New York Zist, arriving at Havana 26th and
lew Oricans 29th. From New Oricans 5th, Havana 8th, arlying at New York 12th.

Quarks Olfr—From New York and Havana every twenty MATARRAS—From New York for Matanzas on the 8th of each menth at 2 P M.

RABMAR—From New Yorkfor Havana ria Masauu N P., on the arrival of each sternate Cunard steamer at New York.

R B—When they above dates fall on Sunday the steamers will sail on Monday, except from New Orleans. When the dates fall on Monday, the steamers will sail from New Orleans on the day previous.

SPECIAL NOTICE.

All packages and letters intended for the NEW YORK HARALD hould be realed. 

Port of New York, March 30, 1861.

CLEARED.
Steamship Teutonia (Ham), Taube, Southampton and Ham-Steamship Forids, Crowell, Savannah—Samuel L Mitchill 800. aship Columbia, Berry, Charleston-Spofford, Tileston & Co. Steamship North Carolina, Powell, Wilmington, NC—H B Cromwell & Co. Steamship Yorktown, Parrish, Norfolk, &c.—Ludlam & Hei-

neken. Steamship Thomas Swann, Ramsey, Baltimore—II S Crom-well & Co. steamenty I norms awant, assess, as the well & Co.
Steamenty Patapace, Vail, Portland—B B Cromwell & Co.
Steamenty Patapace, Vail, Portland—B B Cromwell & Co.
Ship Constitution (itr), Jones, Liverpool—Williams & Guion,
Ship Sen Adams, Chance, Coop.—Tapacett & Co.
Ship Superior, I starte—Boyd & Huncken,
Ship Regen, Marsh, Havre—Wm Whitlock, Jr.
Ship Lydia, Nichola, Antwerp—W F Schmidt,
Bark Electric (Sr).—Exmouth—G F Bulley,
Bark King Occar (Nor), Olsen, Cork or Falmouth—Funch &
Meinzke.

Seincke,
BATE M R Barney, Robbins, Havana—I B Gager,
BATE & Savallo Washington, Lavaca—J H Brower & Co.
Barg Florence (Rr), Phillips, Exmouth—G F Builey.
Brig Nordstjernen (Sw), Nassen, Queenstown or Falmout
unch & Meincke.
Brig A V Goodhne, Raymond, Cork and a market—Thou

Brig A v Goodshe, Raymond, Cork and a market—Thomas Brig Missiomary (Br), Seal, Dublin—J C McArthur. Brig N ettowers, Stowers, Arroyo—R P Buck & Co. Brig A Peters, Urann, Sagua—C & E J Peters. Brig Pecrleas (Br), Doe, Bermuda—McCall & Frith, Brig Romaparte, Stuart, Savannah—Simpson & Cjapp, Schr J A stewart, Yates, Monrovia and a market—Yates Porterfield & Co. Schr War Eagle, Hodgdon, Curacos—Metcalf & Duncan. Schr A Trent, Rowdom, Havana—J E Ward & Co. Schr Mathidieton, Jr., Sipple, Havana—T & Classe & Co. Schr Florence Rogers, Rogers, Havana—Maguire & Armstrong.

strong.
Schr Sarah Maria. Underhill, Inagua—T Gilmartin.
Schr L Spanier, Lewis, St Johns, NF—Middleton & Co.
Schr Charles Dennis, Tucker, Savanual—McCready,
& Co.

ARRIVED

Bark Advantage in ballasts, to Beyd & Hincken. Isau bases, to Beyd & Hincken. Isau bayes, the passage.

Bark Forest Queen (8r, of Leith), Boyd, Glasgow, 49 days, with coat, to H L Routh.

Bark Azelia, Davis, Rio Janetro, Feb 16, with coffee &c, to Whitmore & Co.

Whitmore & Co.

in ballast to it proweringer some 20th inst, lat 33 21 los 69, spoke ship Wellight in, lat dys rom New Orleans for Plymouth Eng.

Bark Mary Sawyer (of Wells), Bartlett, Sagus, March 21, with sugar, to Snow & Burgess.

Brig Eliza Ann (of Waldobore), Geyer, Matanzas, 9 days, with molarses, to master

Daniel Holmes, Holmes, St Jago, March 16, with su gar, & master.

Sch kate Weston (of New Haven) Adams, Nassau, March 25, in ballast (with Niblo & Sloat's circus company), to I B Gager, sailed in company with Br brig Grace Darling, for

deiphis.

Schr Daniel Holmes, Holmes, St Jago, March 16, with gar, to master.

Schr kate Weston (of New Haven) Adams, Nassau, Ma 23, in ballast (with Niblo & Sloct's circus company), to lager. Salled in company with Hr brig Grace Darling, New York.

Bohr Alma (Br), Curry Cornwallis, 17 days, with potate to Hyde & Duryee; vessel to D R Dewolf.

Schr Wm Copes, Matthews, Charleston, 4 days.

Schr A C Reeves. Somers, Wilmington, NO, 20 days.

Been 18 davs N of Patteres, with heavy NE gales split fo sail, lost deck lead. &c. 22d inst, saw a bark steering S, w nothing standing but the stump of maximust. Schr A B Hayes, Robinson. Philadelphis, 2 days.

Schr A B Hayes, Robinson. Philadelphis, 2 days.

Schr A B Hayes, Robinson. Philadelphis for Lynn.

Schr Grace, Kelly, Elizabethport for Cambridge.

Schr J F Abell, Brigg. Elizabethport for Cambridge.

Schr J T Abell, Brigg. Elizabethport for Providence.

Schr J Inthic, History, Elizabethport for Cond Spring. Schr J Link, Welchen. Elizabethport for Cond Spring. Schr W Kallaban. East. Elizabethport for Providence. Schr J Link, Merzeden. Lubes Schr Bashethport for New Have. Schr Brit, Merzeden. Lubes Schr Britans. Schr Brank Louisa, Veaton. Rockland, 21 days.

Schr Pallas, Babbidge, Rock and 21 days.

Schr Parlas, Rabbidge, Rock and 21 days.

Schr Parsh, Pressy, Rockland, 21 days.

Schr Parsh,

BELOW.

p Columbus, from Cardiff.
p Cygnet, of Boston.—Both by pliot boat Mary & CathaNo 5.
rk Teresa, Foster, from Maracaibo, to Maitland, Phelpe-

Steamships Europa (Br), Liverpool (at 12:30); Arago, Sampton and Havre (at 12:30); Vigo (Br), Queenstown and erpool (at 1 PM); Florida, and Montieshio savannah; Os. bla, Charleston; North Carolins, Wilmington, NC; Yorkis Norfolk, &c: Thos Swann, Baltimore: Patapaco, Porlian Saips Webster, for Liverpool, and G B Lamar, for Longue Wind daylor, the Comments of the Co

Wind during the day WSW to NW. Herald Marine Correspondence.

BERMUDA, March 18—H M S Desperate, from England, in making these islands on the morning of Friday last, got on the reefs at the W end, but was soon got off and reached Ireland laind. I have not heard what damage she has austilined.

Brig Retrieve, of St John, NB, was towed into this port yearday in distress by H M S Jasper. She is from Spain, bound

The sonr is way, as a superior of the sonr is way, and the sonr is way, and the son is son is

The steamship Vigo, Capt McQuigan, salled yesterday for Queenstown and Liverpool with 115 passengers.

The steamship Europa, Capt Miner, salled yesterday for Liverpool with 10 passengers. The Buropa brought the Australasian's cargo to this port.

The steamship Arago, Capt Lines, sailed yesterday for Havre via Sonthampton, with 121 passengers and \$1800 specie. See Correspondence above.

Surp Jubitm—Havana, March 24—Ship Judith, before reported ashore on the Cuoan coast, lies in 9 feet of water on the larboard side, which is bliged. The main and misen masts are gone by the deck and the foremast is standing. The cargo-between decks is dry, and, with a part of that in the hold, will be saved if no heavy gales come in—(8) stater to Ellwood Walter, Esq, Secretary Board of Underwriters.)

Sair Horsynu, before reported reported returned leaky, is

be saved if no heavy gains come in —(8v letter to Eulwood Walter, Esq. Secretary Boardof Underwriters.)

Shir Hoyspur, before reported reported returned leaky, is discharging cargo at Ford's deek, Brooklyn.

Barr Canada, Mitchell, at Portland from Matanssa, has experienced a succession of gains from N to FR, and on the 21st and 22d, in a severe gain from NW, sprung rudder head, stove bulwarks, main rail, apilt, one topsail and austained other damage. 20th, lat 36.56 N, long 73.67 W, 11.30 Ast, seven one on board, she proved to be a square rigged brief, and painted piece with a white stripe around her, there are no head, and the stripe around her, there are no head, while the stripe around her, there are no head, while no name visit a whort time in that condition, her asias and rigging langing over the side. Capt Mitchell tenders his and rigging langing over the side. Capt Mitchell tenders his law for the continuous for the steamer Levision for their kindness in running off their curse on Wednesson night, to give birn his bearings, as it was a thick fog at the time, and he not knowing his exact position.

Spoken, &co.

Spoken, Sec.

Brig Hydra, Harriman, from RioJ anelro for New York (reported sld for NOrleans), March 13, lat 14 30 N, lon 68 10.

ported sid for Norleans), March 13, lat 18 30 N, lon 68 10.

Foreign Ports.

CAY FRANCIS, March 20—In port bark Cordella, for NYork 2 days; schr J P Wethealll dag lumber.

GONAIVES, March Le—In port brig Foster, for Boston 20th; only vessed in port.

Laguayas. March 1—In port bark Rowens, Wilson, from Philadelphia, disg.

PONCE, March 16—In port brig Cameo, for Portland 2 days.

REMEDIOS, March 19—In port brigs A P Fluker, to lond sugar for Boston; O Adams, for Portland; Hidalgo, disg.

VERA CRUE—The date in yesterday's paper should have read.

March 21, not Feb.

March 21, not Feb.

American Forts.

APALACHICOLA, March 21—Arr brig Wm Mason, Gardner, Norleans; 22d, bark Col. Ledyard, Sutton, Boston, Cloud, Sub, schr C H Moller, Alien, Norleans.

BOSTON, March 30—Arr foy tell barks Howland, Clenfuegos; R H Knight, Triladad, Amy, savannah; brigs Sirene, Rotterdam; Manilago, Aux Cayes; Isaac Carver, —; Uaroline, Remedios. Rotterdam; Santiago, Aux Cayes; Isaac Carver, —; Carotine, Remedios.

NEW ORLEANS, March 29—Arr (by iel) shipe B 8 Kimball, and Consignment, Liverpoot; 30th, Ocean Sciul, Western
Emirre, and H Birch, do; barks A Prendergast, Rio Janeiro;
B Hallett, Philacelphia.

PHILADELPHIA, March 29—Arr steamers Delaware, Cannon; Alida, Robinson, and Madgie, Bell, NYock; back White
Wing, Esling, Porto Cabello; schrs Mary Anna, Gibbs, Boston (and cli for do); H Hudson, Lincoin, NYork, Cld brig
Delhi, Darnaby, Windles; schrs B F Reeves, Shaw, Mobile; G
Shaw, Shaw, Bath; J W Smith, Alexander, Greenwich; L
Endicott, Leede, and L Clark, Sooey, Newport; Chief, Champlin, Norwich.

indicutt, Ireard ilin, Norwich, PORTIAND, March 23—Arr bark Canada, Mitchell, Matan as, brig Emira, McDonald, Cardenaa; schr L W Dyer, Mc Duffle, Ellzabethport. Cld brig H H McGilvery, Clifford, Ha vana. RICHMOND, March 28.—Arr steamship Jamestowa, 8ki ner, NYork, 8ld Br senr Sir Colin Campbell, Hailfax.

ROAD WAGONS AND PARK GARRIAGES. It STIVERS & SMITH have now on exhibition at their warerooms and factory an elegant assortment of sample Road and top Wagons; also Phayons for four and six persons, specially adapted for Park driving, which, in style, funds, lightness and durability, have no superiors, to which they invite the streation of goulemen about purchasing or ordering for the contag season.

656 Broadway, factory 39 Eidridge street, New York,